

Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.
THE Under-land has RESUMED CHARGE of the AGENCY of the COMPANY in Hongkong from this date.
G. DE CHAMPEAUX, Agent.
Hongkong, 18th November, 1895. [1594]

ASBESTOS.
WE are now prepared to undertake the COVERING of STEAMERS' BOILERS, STEAM PIPES, &c., with pure ASBESTOS manufactured especially for us, at moderate charges. This material has been subjected to many tests and found unequalled in preventing the radiation of heat and consequent economy of fuel and is highly recommended for preserving iron from corrosion, especially in MARINE BOILERS and STEAM PIPES.
IRON SAFES, ICE-BOXES, &c., also covered for safety and economy.
CONTRACTS given on application and all particulars supplied by
JOHN ANDREW & Co.,
18, Pray Central,
Hongkong, 18th November, 1895. [1595]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"FORMOSA,"
Captain Hughes, will be despatched for the above Ports on THURSDAY, the 21st instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAIR & Co.,
General Managers,
Hongkong, 18th November, 1895. [1599]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM GLASGOW, MANCHESTER, LIVERPOOL, PENANG AND SINGAPORE.
THE Company's Steamship
"FACKLING,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriter before Noon on the 25th instant, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 25th instant.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant, will be subject to rent.
Optional Cargo will be forwarded unless notice to the contrary be given at 9 o'clock A.M., 18th instant.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents,
Hongkong, 18th November, 1895. [1596]

"GLEN" LINE OF STEAM PACKETS.
FROM NEW YORK AND STRAITS.

THE Steamship "GLENOGLE"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.
Cargo remaining undelivered after the 23rd instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all Claims for damages and/or shortages not later than the 25th instant, otherwise they will not be recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents,
Hongkong, 18th November, 1895. [1597]

BROWN, JONES & CO.
DEALERS IN
ITALIAN AND AMERICAN MARBLE AND HONGKONG GRANITE CEMETERY MEMORIALS.
LETTERS CUT AND FILLED WITH IMPERISHABLE LEAD CEMENT.

Intimations.
DAKIN, CRICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
RASPARILLA.
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSIES and other Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong, 2nd May, 1901. [159]

A. S. WATSON & CO., LIMITED.
VEGETABLE AND FLOWER SEEDS.
SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

Intimations.

SEED LISTS
with
HINTS FOR GARDENING
have been issued and can be obtained on application.

Our Seeds are all tested before being put up in LONDON.
They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.
Sowings should be made in FINE WEATHER ONLY and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAY'S FERTILIZER.
A high-class Fertilizer for Pot Plants and for use in the Garden generally.
It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each, £2.75, 25 lbs. each, £4.50.
Directions for use are given on the Label.

RAYSON'S "NEW PARIS" LAWN MOWERS.
The Best and Cheapest Machines in the Market. For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.
Hongkong, 18th August, 1895. [16]

BIRTHS.
On 9th inst., at 261, Bluff, Yokohama, the wife of A. H. DARE, of a daughter.
At Kowloon, on the 9th inst., the wife of G. R. UNDERWOOD, M.B., of a son.

THE Hongkong Telegraph
HONGKONG, MONDAY, NOVEMBER 18, 1895.

TELEGRAMS.
REUTER'S MESSAGES.

THE NAVAL DEMONSTRATIONS IN THE LEVANT.
LONDON, 15th November.
A squadron of United States warships proceeds to the Levant.

TURKEY IN ASIA.
The inhabitants of Lebanon are restless and the Mussulmen in Damascus are incensed equally against the Christians and an impatient Government.

TURKEY PREPARING FOR EVENTUALITIES.
The Garrison at the Dardanelles have been doubled and a look out search-light has been placed on the island of Tenedos.

THE JAPANESE GARRISON IN KOREA.
The Japanese Garrison in Korea is to be withdrawn shortly.

TRAGEDY AT BAKAN.
Major Agari Katsuyoshi arrived here yesterday afternoon from Tientsin in the *Hikawa-maru*. Immediately the steamer arrived in port he was arrested by the police, having, it appears, been tried by court-martial in Liaotung and sentenced to seven years' penal servitude for embezzlement committed while he was in the administrative department of the occupied districts. Determined apparently that he would not suffer the disgrace of imprisonment, Major Agari committed suicide shortly after midnight by shooting himself in the throat with a pistol.

THE JAPAN-BRAZIL TREATY.
A telegram has been received by the Foreign Department stating that the new commercial treaty between Japan and Brazil was signed by the plenipotentiaries of the two countries at Paris on the 5th inst.

RESIGNATION OF BARON ITO MIYOJI.
Baron Ito Miyoji, Chief Secretary of the Cabinet, is reported to have tendered his resignation two or three days ago. Marquis Ito, the Premier, is very unwilling to accept it.

THE "CHOWCHOW FU."
The Korean steamer *Chow-chow-fu*, which was lately floated, sailed for Nagasaki yesterday afternoon.

THE CONVOCATION OF THE DIET.
It is stated that an Imperial Ordinance convoking the ninth session of the Diet will be issued about the 15th inst.

FRESH EXCITEMENT IN KOREA.
Min Yong-chun has been arrested at his private residence at Busan, a place about 4 miles north of Suwon. He will be brought here today or to-morrow. Two of his servants have also been arrested, and it is rumoured that about twenty of his attendants will be brought with him under a guard to Seoul.

THE CONSPIRACY TRIALS.

HIROSHIMA, November 9th.
It is believed that the preliminary inquiry in the Korean murder and conspiracy case will be completed by the 15th inst. There is a rumour that the military officers accused of complicity in the Seoul plot have been found not guilty, and that they will be publicly acquitted on the 15th inst.

THE KOREAN PROBLEM.
TOYO, November 9th.
The *Chung Shinbun* circulated an express to-day stating that, according to a telegram from Hongkong via Shanghai, it would appear that Great Britain is in agreement with the policy of Japan concerning the Korean question. Germany and France are believed to follow England's lead, while Russia alone of the Great European Powers stands aloof.

LIU YUNG-FU.
SHANGHAI, November 11th.
Lin Yung-fu, who left Formosa in a British steamer for Amoy, has proceeded to Nan-shan, in Canton, where he had previously been Commandant of the district military forces.

ANOTHER INSURRECTION IN KOREA.
SEOUL, November 11th.
A rising has taken place at Koshin. The insurgents number over 200, and are advancing towards Anjo, doing great damage to property along the route. The Governor of the district has applied to the Korean Government for the dispatch of a force to quell the rising.

THE TOKIO WATERWORKS SCANDAL.
TOKIO, November 11th.
The City authorities have brought an action against the Japan Cast Iron Company for damages amounting to 930,000 yens in connection with the laying of the water-works pipes.

(From the Singapore Free Press.)
The London Branch of the Irish National League has addressed a communication to the other branches of the League, urging upon them the advisability of expelling Mr. Timothy Healy from the Society.

CONSTANTINOPLE, October 26th.
Sir Philip Currie, the British Ambassador, had an audience with the Sultan to-day, which lasted an hour, during which His Majesty gave satisfaction to Currie's proposals for the reorganization of the Ottoman Empire, and the Sultan agreed to the Powers and would appoint worthy and competent officials to supervise them.

MADRID, October 26th.
Advices from Cuba state that the Spanish gunboat *Caridad* was wrecked off that coast. The crew were all saved.

PERKINS, October 27th.
The Emperor of China has conferred the Order of the Double Dragon, of the first-class, on the Russian foreign officials M. Chichikov and Count Kapskoff.

LONDON, October 28th.
The *Daily Graphic* announces on high official authority that the outline of the Treaty between Russia and China, contained in the *Times* Hongkong correspondence, has been faithfully reproduced whatever to the actual facts.

(Whereas the Russian fleet, though—Ed. A.P.)
The *Times* to-day states that Great Britain, as an old ally, offered troops to maintain order in Goa, pending the arrival of a Portuguese Expedition. Portugal has declined the offer most courteously, believing the expedition will arrive in time to suppress the rebellion.

LOCAL AND GENERAL.
THE Japanese Government issued, on the 5th inst., an exhortation acknowledging Mr. Benjamin Chandler Howard, as Hawaiian Consul at Yokohama.

THE many friends in the Far East of Mr. G. de Champeaux will be interested to hear that he has resumed charge of the local agency of the Compagnie des Messageries Maritimes to-day.

THE troops of the Fourth Army Division, now in the Liaotung peninsula, will return home before the close of this year. The dispatch of provisions stopped on the 4th inst., as a consequence of the orders given for their recall.

THE report of a banquet given to the members of the French Commercial Mission at Hanoi, appearing in another column, should interest many of our readers who are interested in the development of our trade with South China.

THE men were this morning charged before Mr. T. Scramble Smith, Police Magistrate, with gambling in a common lodging house. Detective McIvor and a Chinese constable made a raid last night and caught them in the act. They were fined 25 each for their fun.

IT is reported that the Directors of the Nippon Yusen Kaisha propose to declare an ordinary dividend at the rate of 10 per annum, and to distribute the profits derived from the charter of transports by the Government as a bonus at the rate of 10 per cent per share.

THE Committee of the Nippon Race Club paid a graceful tribute to the memory of the late Prince Kitashirakawa, who died in Formosa, by postponing their autumn race meeting owing to the fact that the funeral of the deceased Prince took place on the first of three days fixed for the said meeting.

TOKIO society has been very much exercised of late over a waterworks scandal. The Japan Cast Iron Company, which was supplying the pipes, is said to have laid pipes rejected by the examiners instead of good pipes. The president of the Company, who was supposed to be worth 200,000 or 300,000 yens, was recently arrested on a charge of fraud, when all his property was found to be in the name of his children or some member of his family, and unattachable. In consequence of letters found from Mr. Ito Miyoji, the Chief Secretary to the Cabinet, to the defuncting President, disclosing cabinet secrets, this official will be impeached.

AT the Magistracy this morning a man who had been a steward on H.M.S. *Centurion* was charged with robbing a company with five others not in custody, the steward of the *Centurion* of a watch and chain valued at 150s. The complainant said he had refused to lead the defendant any money, and that, for revenge, he, with others whom he did not know, knocked him down on the Prays on Saturday night and, after assaulting him, robbed him of his watch and chain. The defendant stated that the complainant paid him 150s and would not pay 150s. He denied assaulting the complainant or having any knowledge of the watch. The case was remanded to allow the Police to make further inquiries.

As will be seen by the report of the interview published in this issue, between Sir Nicholas O'Connor and the Shanghai Chamber of Commerce, the retiring Minister spoke of the opening of the West River in a manner which indicates that it is to the American Minister we are to look for the attainment of our heart's desire!

OWING to the fact that reports have reached him of Japanese acquiring the opium habit in Formosa, Admiral Kobayama, the Commander-in-Chief there, is reported by the *Yomiuri* to have issued orders that in future any native of the island caught furnishing opium or apparatus for smoking the same to a Japanese shall be punished with death.

FURTHER rumours are, says the *Kobe Chronicle* of the 9th inst., current as to Russians surveying in the neighbourhood of Port Laxey. According to the *Yokohama Choho*, a letter from a Japanese at Genzan to a friend in Tokio has been received which states positively that five Russians are engaged in the survey of the country in the neighbourhood of Port Laxey.

IT is added that the people there—by which we may presumably read the Japanese—are somewhat disquieted. Can it be that the appearance of the Russian fleet at Port Arthur was only a strategic move—a mere feint and nothing more?

THE gifted writer of "Topics of the Week," which appear from time to time in the *Straits Free Press*, writes about the "sick men" of the Orient and Occident, as follows:—There is a marked parallel between the present condition of China and that of Turkey. The Sick Man of the East and the Sick Man of the Further East are both in a perilous plight. Revolt and disorder rage over the face of the land. Kurds, Turks and Armenians are having a three-cornered fight within the Sultan's realm, while China is only beginning to get rid of Japan's clutches, to see a stream of Mussulman rebels overrunning several of her inland provinces. All the while Russia is watching her chance, playing her game, and pulling the wires. Nations are like brutes. Let one begin to sicken and collapse, and the rest of the pack rush in to tear the carcass into fragments. Europe is trying to avert that event in Turkey's case, for the sake of general peace. In China the chances are with the biggest and nearest bystander, who has his business to see. The Powers are like a dozen Partisans trying to sweep back the tide that, if it is not war itself, at least makes for war.

THE returns of the number of visitors to the City Hall Museum for the week ended Nov. 17th, are—Europeans, 146; Chinese, 1,753; total 1,909.

ON the morning of the 3rd inst. the King of Siam, accompanied by a number of Princes and some of his foreign officials, made a trip over the Kowloon Railway. Mr. Murray Campbell pointed out the various points of interest to the King, who also inspected the quarry works at Pak Pao. His Majesty received the deserving officers who served on the Menam in 1894, and presented rewards to them. Luncheon was served in the train, and His Majesty expressed great satisfaction at everything he saw, and with the arrangements.

THE NAVAL DISASTER.
LATEST DETAILS.
The naval authorities here have received the following telegram giving details of the terrible disaster which befell a boat-party on the 13th inst., in Chemulpo harbour, on the 13th inst., mention of which was made in our issue of the 13th:—A Pinnace landed a party of men at Kowloon Island for drill under the Guntery Lieut. Walter being quite fit at the time. Starting pulling back, the tide being strong anchored, and made sail; double reefs. About this time wind and sea increased, but no danger was anticipated in proceeding. Boat ran under and filled seven cables from ship. Prompt assistance was rendered, and twenty-three men were saved.

THE DEATH-ROLL.
The following is the list of those who were drowned:—
Chief Guntery Instructor—Bailey.
Second Class Petty Officers—Eaton, Ribb, Leading Seamen—Gilding, Cook, Signalman—Bortenshaw.
Able Seamen and Ordinary Seamen—Chapman, Kay, Lilford, Fancott, Sobey, Gregory, Jeunisse, Johns, Heale, Bowden, Hancock, Smith, Harrington, Nash, Murray, Devlin, Mahony, Manning, Sibley, Long, Greasley, Deane, Martin, Black, Cook, Davies, Andrews, Harland, Clegg, Aves, Webb, Moss, Cuttledge, Pettit, Wills, Dick, Cunningham.
Boys—Twidale, Pratt, Halfway, Brown.

FROM this it will be seen that the tidal peculiarities of the coast of Korea have been largely to blame for the sad occurrence. The fact of the accident taking place so close to the ship adds sadness to the affair, but the number saved shows that all that could be done to save the men was promptly accomplished by their shipmates.

Chief Guntery Instructor Bailey, who was drowned with his men, was well known here and was most highly thought of by all who had met him. He had served about twenty years in the Navy. He was sent out to this station from H.M.S. *Cambridge*, at Devonport, where he had been stationed as gunnery instructor, and came out on H.M.S. *Tamar*. From that ship he was transferred to the *Edgar* only last month, and had just joined his ship when the fatality occurred. He leaves a wife and three children, with whom much sympathy is felt.

THE RETROCESSION OF LIAO-TUNG.
Kobe, November 12th.
Telegraphic information was received in Tokio on Saturday (9th) from Peking that the Liaotung Treaty was signed on the previous day by the plenipotentiaries of Japan and China, and that the indemnity of thirty million taels would be paid within ten days, and that the Japanese garrison in the peninsula would be withdrawn in three months from the date of the payment.

His Majesty the Emperor of Japan ratified the treaty on the 9th inst., and the ratification was at once notified to the Chinese Government and to Mr. Hayashi, the Japanese Minister to Peking. It is stated that the General Sakuma, Governor-General of the occupied districts in Liaotung, and Lieut. General Yamazawa, Commander of the Fourth Division, have received instructions to prepare for the withdrawal of the Japanese garrison. Formal instructions as to the withdrawal will be issued after the indemnity has been received.

A telegram from Peking dated the 9th inst. says:—It has been decided that the indemnity for the retrocession of Liaotung will be paid over in London on the 16th inst. by the Chinese Minister to the Japanese Minister in Great Britain. The exchange between the tael and the pound sterling has been fixed at the same rate as the exchange in the case of the same indemnity.—*Kobe Chronicle*.

QUEMOY OR AMOY?

In our last issue it was stated that we had been informed that the German Admiral had practically vetoed the scheme for the annexation by Germany of the Island of Quemoy, near Amoy.

"We have since received some interesting news on this subject from our Amoy correspondent who, under date 15th instant, writes:—

"The Germans have been at Quemoy (not at Namsa) several days and after conducting careful surveys there are now here. They wanted to annex Quemoy for use as a coaling station, but now say the anchorage is very unsafe, being too much exposed to the wind from certain quarters. This being so and the Chinese Government having agreed to let them have Quemoy, they will now be satisfied with nothing less than Amoy.

"In conversation with a German naval officer the other day he openly stated that Germany contemplates annexing this port (Amoy), and a good deal of the country around the port—all strategic positions at least—and the matter is now being amicably arranged at Peking. He justified this on the grounds that, England having Hongkong and Kowloon, and Russia and France having got all they wanted, it was only right that Germany should have Amoy, which it is intended to transform into a perfectly free port. This gentleman added that Great Britain should be grateful to Germany for having averted a great war.

"I hear that the German fleet will soon leave for Shanghai, Japan and Hongkong, to dock for general overhaul, and will return to Amoy about a month hence.

"At the present time the flagship *Prinz* (which will soon leave for Hongkong), *Princess Wilhelm*, *Cornet* and *Arcona* are here. Squads of marines land from these ships daily, armed with rifles, the whole countryside being fairly overrun with them.

"Yesterday a German steamer arrived from Shanghai with coal, provisions and stores for the fleet."

Whether the Germans really intend to possess themselves of Amoy or Quemoy we are not in a position to prophesy. It is open to them, apparently, to choose whichever they find most suitable. Neither France, Russia, nor Japan will say her nay, and it is not very likely that Great Britain will raise any objections; and as the Chinese Government is apparently quite willing that the partition of China should be taken seriously in hand by the Three Powers who have recently tendered so much "friendly advice" both to them and to the Government of the Mikado it seems highly probable that before the sun sets for ever on the year 1895 our Tientsin friends will be in full possession either of Quemoy or Amoy, and possibly both, for the occupation of Amoy, if it comes about, would practically amount to the possession of both harbours. Indeed, it is hardly conceivable that Germany would attempt the occupation of Amoy without obtaining from China the lease, or whatever the instrument may be termed, of Quemoy. If Amoy is turned into a free port then their advent there should be a matter for congratulation by the firms engaged in the tea trade, unless the Japanese raise the export duty on the fragrant leaf considerably in Formosa, and this they are not very likely to do.

Germany is evidently "on the wing" and we may expect to see her take definite action in this region in the near future to obtain a foothold on the vast continent of Asia.

THE FRENCH COMMERCIAL MISSION.
IMPORTANT UTTERANCES OF FRENCH OFFICIALS.

We learn from *L'Avant du Tonkin* of the 15th instant that the Hanoi Chamber of Commerce recently entertained at a banquet the members of the French Commercial Mission present in Tonkin. Among the list of guests invited to meet these gentlemen were the names of M. Fournier, Governor-General, M. Lalonde-Caban, Chief-de-Cabinet, and M. Morel, Honorary President of the Chamber of Commerce.

The dinner was served in the most *richissime* style, and at dessert M. H. Debeaux proposed the health of the Governor-General in the following terms:—"Monseigneur le Gouverneur-General and Gentlemen, on behalf of the Hanoi Chamber of Commerce allow me to offer you, M. le Gouverneur-General, the expression of our best thanks for honoring us by accepting our invitation to-night. Your presence here is another sign of the interest you take in everything concerning the commercial and industrial well-being of our Colony. I beg also to tender my thanks to our Honorary President, whose counsel and assistance is at all times so acceptable and valuable to us. Your presence among us, gentlemen of the Mission, reflects the sudden changes which have begun to manifest themselves in the metropolis to our credit. We were assured of the success of the mission as soon as we learnt that M. Rocher had accepted the office of leader. There is no one better qualified to guide you in your task. During your brief stay among us you will observe absolute proofs of the rapid strides made by the colonists here. The flourishing condition of the two large cities, Hanoi and Haiphong, will convince you that French enterprise in proper hands, with a fair field, is capable of great, to fact unlimited success, in commercial, industrial and agricultural pursuits generally. Allow me, gentlemen, in conclusion, to propose the toast of the good health of the Governor-General, of M. Rocher, the head of your Mission, to all your own health, and to the complete success of your important journey."

Mr. Fournier replied to the following effect:—"Mr. Vice-President of the Chamber of Commerce, you have been good enough to thank me for joining you in your reception to-night of the Mission Lyonnais. I am quite certain that under the able leadership of M. Rocher the Mission will lead to valuable results for our Mother Country, and, for India, China especially. Gentlemen, I thank you all, and I refer it to the health of the Chamber of Commerce."

Mr. Morel, the Mayor, said, after thanking the Vice-President for his kind remarks, that the foreign policy of France had undergone a complete transformation since the French nation was convinced of the wisdom of expansion and was determined to promote a far-reaching colonial policy—a vast effort of *la grande République Française*. During the last few years the foreign and colonial departments of the government of the Republic had despatched missions to all the principal centres of trade with a view of gaining information. All this was now available, and would be of incalculable service in the proposed expansion of the French colonial system. The whole of the enormous resources of France would be devoted to this grand object. As regards the Lyons Mission, under M. Rocher, who was no stranger among them, it could only have good results and bear early fruit.

Mr. Rocher replied briefly as follows:—I regret I am no orator to be able to adequately convey to the President of the Chamber, the Governor-General and the Mayor of Hanoi the deep appreciation of my colleagues and myself of the very kind way you have spoken of us all. Since the day we first touched Indo-China we have encountered nothing but the greatest kindness and hospitality everywhere. I beg here in particular to tender my sincere gratitude to the Governor-General. The tour we are about to make embraces the most distant provinces of China, and some points opened to us by the provisions of the recent Franco-Chinese treaty, and will, we trust, result in nothing less than substantial benefit to our country. At any rate, no efforts on our part will be wanting to effect this happy consummation. I drink, gentlemen, to the Chamber of Commerce and to your beautiful town of Hanoi."

THE CUSTOMS BLOCKADE.
"For as the breeze bears the billows down,"
"Survey our Empire and behold our home."
The lines above quoted, even if indelicate, fairly indicate the vastness of the British Empire. Here in Hongkong we are, of course, deeply concerned about what is taking place in Eastern waters. Russia, there can be no doubt, is straining every nerve and muscle of her gigantic frame to establish a firm foothold in the Orient; Germany is about to follow suit, and France, not satisfied with the magnificent acquisition of territory she has wrung from Siam, expects doubtless to receive some compensation from the Bear for the loyalty and devotion she has so lavishly displayed in the cause of the ravenous Muscovite. Putting these momentous questions aside—as they more properly belong to the sphere of Imperial politics, and in the settlement of which the ratification of Hongkong are not likely to be consulted—we would draw attention to the state of affairs which exists within a stone's throw of the colony. We refer to the Customs Blockade of these waters.

We have had no more reports against the Chinese Imperial Maritime Customs since the last outrage, a few months ago, when a Chinese junk bound from Victoria to Aberdeen was seized off Boulder Point and with several chests of opium which was on board, and the crew made prisoners. Might we ask the Government of Hongkong what redress the Colony has obtained from Sir Robert Hart as the chief of the Customs Service for this outrage committed in British waters, and what steps have been taken to prevent a repetition of such an outrageous proceeding? We hope the Hongkong Government, in the interest of the revenue and prosperity of our little colony, will in this connection have the whole matter, once and for all, thoroughly sifted to the bottom, and "leave not a wrack behind." It is very unlikely, if the matter is referred to Sir Robert Hart, that the great self-made "I.C." will be at all condescending in dealing with the Government of this colony—he would lose "face." In the estimation of the Chinese if he did—and in the event of this being so, we would suggest that the whole evidence in the case be laid before a tribunal, and be decided by arbitration. Then, if it can be proved that this illegal act took place inside British waters, a heavy indemnity, or some *quid pro quo* for services rendered in protecting China's revenue at the cost of our own, might be demanded from Peking. We trust that in the settlement of this case the rectification of the boundary between British and Chinese territory will not be lost sight of, and that a substantial "set-off" be obtained for the many acts of injustice done to traders resident in the colony. Hongkong has very little need, indeed, to be thankful to Sir Robert Hart, unless it be for his generosity in surrounding this colony with a fleet of armed launches and cruisers to harass and hamper its trade and commerce generally.

It should not be forgotten, too, that the Chinese Kowloon Customs have established their head-quarters in the very centre of our bustling thoroughfare, where merchants most congregate, thus grafting upon the imaginative mind of the Chinese the idea that Hongkong is part of China. And no wonder they think so. Take one illustration: More than twelve months ago a picnic party wishing to enjoy a little rural scenery and, as an adjunct to the champagne and cold chicken, selected a cosy little nook not five miles from Hongkong. They had just toiled up the most of a Customs Station where the launch was searched, and when hailed by a Customs launch they had to state where they were going and what their object was. This is the policy of Sir Robert Hart! Take one other illustration: An armed Customs launch comes in to Hongkong Harbour, goes wherever she lists, comes alongside our jetties, remains in the harbour as long as she likes and is unmolested by any Hongkong officials. The Chinese probably take much notice and put a construction of their own upon these apparently trifling incidents. The Chinaman sees a vessel flying the British flag enter Chinese waters; she is immediately boarded and searched and other formalities gone through. On the other hand he sees a vessel flying the Chinese flag enter British waters and no one interferes. To Chinamen this seems very strange, but it only adds a little more to Chinese conceit. The armed launches of the Chinese Customs might be prohibited from entering the harbour, or they should at all events be made to report to the Harbour Master's office, and state what their business in these waters is. The mercantile community of Hongkong can only view these Customs vessels in the light that they are inimical to the interests they have most at heart.

That the head-quarters of the Kowloon Customs might with advantage be removed from this colony to China admits of little doubt. No other power in the world would tolerate such a glaring anomaly. It brings in its trail to Hongkong from the mainland all the riff-raff and loafers who are too lazy to work for an honest living, who come knowing their tales of espionage will be here listened to. It is a resort for needy informers, and the Kowloon Customs office in Hongkong is, moreover, in some respects at least, a base for the merchants and a prey to the rascals of the port.

Shipping.

STEAMERS.

"MOGUL" LINE OF STEAMERS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Steamship

"MACDUFF,"
Captain Thomson, will be despatched as above
on or about TUESDAY, the 19th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 16th November, 1895. [1540]

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI.
(Taking Cargo and Passengers at through rates
for NINGPO, CHEFOO, TIENTSIN, HANKOW
and PORTS on the YANGTZE.)
THE Company's Steamship

"AGAMEMNON,"
Captain Cresson, will be despatched as above
on WEDNESDAY, the 20th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th November, 1895. [1565]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR FOO HOW AND TIENTSIN.
THE Steamship

"KWEIYANG,"
Captain Dwyer, will be despatched as above
on WEDNESDAY, the 20th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th November, 1895. [1577]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND
CALCUTTA.

"WINGSANG,"
Captain J. Young, will be despatched as above
on THURSDAY, the 21st instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 16th November, 1895. [1587]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SINGAPORE, SAMARANG AND
SOERABAYA.

"SZECHUEN,"
Captain Derby, will be despatched on
THURSDAY, the 21st instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th November, 1895. [1578]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"SARPEDON,"
Captain M. H. Jackson, will be despatched as
above on THURSDAY, the 21st instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th November, 1895. [1540]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND
SOERABAYA.

"AMARA,"
Captain Smith, will be despatched as above on
MONDAY, the 25th instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 14th November, 1895. [1568]

"GLEN" LINE OF STEAM PACKETS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"GLENGYLE,"
Captain McGillivray, will be despatched as above
on or about TUESDAY, the 19th instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 11th November, 1895. [1557]

"SHELL" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
THE Company's Steamship

"EUPLECTELA,"
Captain F. Morris, will be despatched as above
on or about the 28th instant.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 13th November, 1895. [1533]

THE CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.
FOR LONDON, VIA PORTS OF CALL.

"OANFA,"
J. Davies, Commander, will be despatched as
above on or about the 2nd December.
For Freight or Passage, apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 14th November, 1895. [1579]

"BEN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
(To follow the Steamers *Strathclyde*,
Glengyle and *Monmouthshire*.)
THE Steamship

"BENGLOE,"
Captain Thomson, will be despatched for the
above Port on or about MONDAY, the 23rd
December.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th November, 1895. [1571]

"TEVIOTDALE,"
Captain Gordon, shortly expected, will load here
for the above Ports, and will have quick
despatch.
For Freight, apply to
SHIYAN & Co.,
Agents.
Hongkong, 4th November, 1895. [1515]

Intimations.

CONFISERIE FRANCAISE.

(FRENCH CONFECTIONERY).

SUITABLE FOR COMPLIMENTARY

CHRISTMAS, NEW YEAR, BIRTHDAY

AND

WEDDING PRESENTS.

"Revolving Sweets repulse the Mind's Decay."—FOR.

Large and Varied Assortment of
FANCY BOXES filled with BONBONS, CHOCOLATE, DRAGEES, &c.
OF EVERY SIZE AND SHAPE.

WATKINS & CO
APOTHECARIES' HALL, 65, Queen's Road Central.

COMPAGNIE INDUSTRIELLE DES PROCÉDÉS
RAOUL PICTET
LIMITED. CAPITAL, £80,000.
19, RUE DE GRAMMONT, PARIS.
INDUSTRIAL ENGINES
FOR THE PRODUCTION OF
COLD AND ICE
AGENTS.—Messrs. DODWELL, CARLILL & Co.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND FOOCOW.
THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the above
Ports TO-MORROW, the 19th instant, at 4 P.M.
This Steamer has Superior Accommodation
for First-class Passengers.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 18th November, 1895. [1589]

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI.
(Taking Cargo and Passengers at through rates
for NINGPO, CHEFOO, TIENTSIN, HANKOW
and PORTS on the YANGTZE.)
THE Company's Steamship

"POLYPHEMUS,"
Captain Goodwin, will be despatched on
TO-MORROW, the 19th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th November, 1895. [1591]

"STRATH" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"STRATHCLYDE,"
Captain Dalling, will be despatched for the above
Ports on WEDNESDAY, the 20th inst., at 3 P.M.,
instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 18th November, 1895. [1591]

"HOHENZOLLERN,"
Captain P. Wetlin, will leave for the above
Ports on or about THURSDAY, the 21st instant.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 15th November, 1895. [1553]

NORDDEUTSCHER LLOYD.
STEAM TO SHANGHAI.
THE Company's Steamship

"PREUSSEN,"
Captain Hagemann, due here with the outward
German Mail about the 20th instant, will leave
for the above place about FRIDAY, the 22nd
instant.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 15th November, 1895. [1553]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TAMARCA, &c.)
THE Steamship

"AIRIE,"
Captain Ellis, will be despatched for the above
Ports on SATURDAY, the 23rd instant, at
Daylight.
This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions
throughout the voyage.
A Stewardess and a duly qualified Surgeon
are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, 12th November, 1895. [1564]

"SHIRE" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
(To follow the Steamers *Strathclyde* and
Glengyle.)
THE Steamship

"MONMOUTHSHIRE,"
Captain Evans, will be despatched for the above
Ports on or about TUESDAY, the 19th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 18th November, 1895. [1552]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR MANILA, VIA AMOY.
THE Company's Steamship

"YUENSANG,"
Captain W. Widdow, will be despatched as
above TO-MORROW, the 19th instant, at 4 P.M.,
instead of as previously notified.
This Steamer has Superior Accommodation
for First-class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 18th November, 1895. [1576]

"STRATH" LINE OF STEAMERS.
FOR KOBE AND YOKOHAMA.
THE Steamship

"STRATHLYON,"
Captain Phillips, will be despatched for the above
Ports TO-MORROW, the 19th instant, at 4 P.M.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 14th November, 1895. [1466]

SAILING VESSELS.
FOR NEW YORK.
THE 3 1/2 A.L.I. American Ship

"SAINT JAMES,"
Clifford, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 20th September, 1895. [1481]

FOR NEW YORK.
THE 100 A.L. British 4-masted Bark

"MATTERHORN,"
John Williams, Master, is now loading here for
the above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 8th October, 1895. [1437]

Consignees.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND
SINGAPORE.

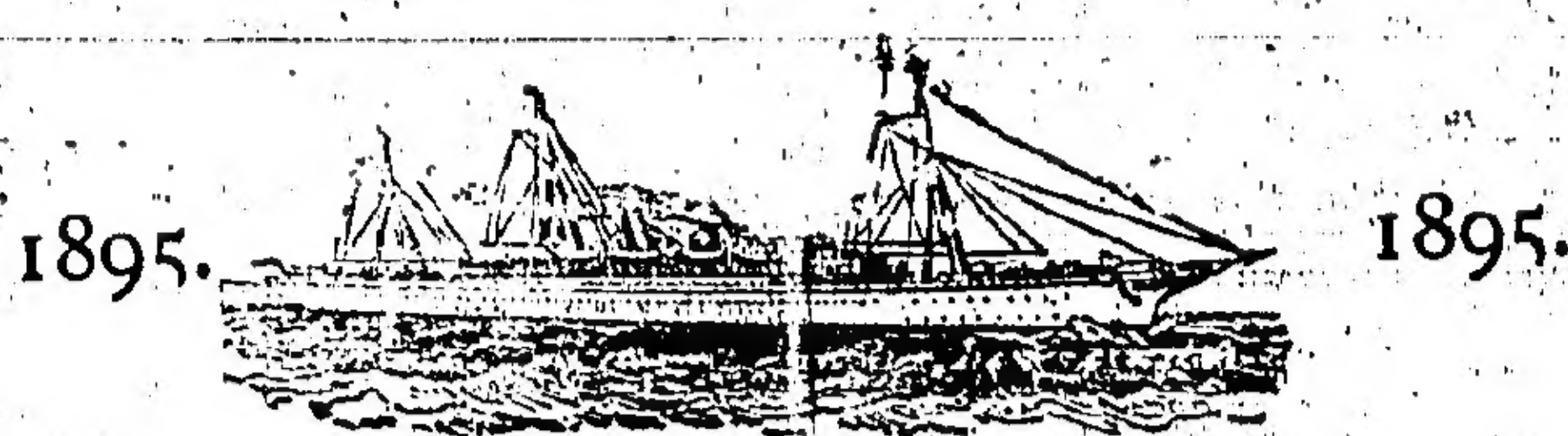
"WINGSANG,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.
Cargo impeding the discharge or remaining
on board after Noon of the 19th instant, will
be landed at Consignees' risk and expense into
Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 16th November, 1895. [1548]

AUSTRIAN LLOYD'S STEAM NAVIGATION
COMPANY.
NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID,
SUVA, SUEZ, ADEN, BOMBAY,
HODEDDA, ADEN, BOMBAY,
COLOMBO, PENANG AND SINGAPORE.

"MARIA VALERIE,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
This vessel brings on Cargo—
From Calcutta, 22 S.S. "AGLAI," trans-
shipped at Calcutta.
From Trieste, 22 S.S. "IMPERATOR," trans-
shipped at Bombay.
From Venice, 22 S.S. "CARLOTTA," trans-
shipped at Trieste.
From Rodi, 22 S.S. "HABSBURG," trans-
shipped at Port Said.
Optional Cargo will go on to Shanghai unless
notice to the contrary be given before Noon
TO-MORROW.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent to the Undersigned before Noon of the 2nd
instant, or they will not be received.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 2nd
instant, will be subject to loss.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 15th November, 1895. [1548]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 27th November.
EXPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 27th December.
EXPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 22nd January.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, and New York with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.
CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.
The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS,
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street, 13
Hongkong, 10th October, 1895.

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Africa (via Nagasaki, Kobe and Yokohama).....Friday, 6th Dec., at Noon.
Coptic (via Nagasaki, Kobe, Inland Sea & Honolulu).....Thursday, 25th Dec., at Noon.
Gaelic (via Nagasaki, Kobe, Inland Sea & Yokohama).....Tuesday, 14th Jan., at Noon, 1896.

* This Steamer will carry no Passengers.
THE Company's Chartered Steamship

"AFRIDI,"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE AND YOKOHAMA on
FRIDAY, the 6th December, 1895, at Noon.
Connection being made at Yokohama with
Steamers from Shanghai.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and NORTHERN PACIFIC RAIL-
WAYS; also the CANADIAN PACIFIC RAIL-
WAY on payment of 25 in addition to the
regular tariff rate.

Passenger holding Orders FOR OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option
of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and
RIO GRANDE, and other direct connecting
Railways, and from Chicago to destinations
choice of direct lines.

Particulars of the various routes can be
had on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embar-
king at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to the fares for China and Japan to
Europe.

All PARCEL PACKAGES should be marked to
address, in full, and same will be received at
the Company's Office until Five P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 14th November, 1895. [1548]

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 6th March, 1895.

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and to the INTERIOR and
EASTERN CITIES of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation, First-class Table,
DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application.
Special Rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)
Victoria 3.167 Tuesday ... Dec. 3.
Hankow 3.504 Tuesday ... Dec. 24.
Tacoma 3.549 Tuesday ... Jan. 11.
Victoria 3.167 Tuesday ... Feb. 11.

THE Steamship
"VICTORIA,"
Captain J. Panton, R.N.R., sailing at Noon, on
TUESDAY, the 3rd December, will proceed to
VICTORIA, B.C., and TACOMA, (Wash.), via
SHANGHAI, INLAND SEA, KOBE and
YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents,
Hongkong, 12th November, 1895. [1544]

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT.
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
Prussia Monday ... 9th Dec.
Sachsen Monday ... 6th Jan.
Gryf Monday ... 3rd Feb.

ON MONDAY, the 9th day of December,
1895, at 4 P.M., the Company's Steamship
"PREUSSEN," Captain Hagemann, with
MAILS, PASSENGERS, SPECIE and CARGO,
will leave this Port as above, calling at NAPLES
and GENOA.

Shipping Orders will be granted till Noon on
SATURDAY, the 7th Dec. Cargo and Specie
will be received on board until Noon on MONDAY
the 9th Dec., and Parcels will be received at
the Agency's Office until Noon on SATURDAY, the
8th Dec. Consular Invoices of Goods are required.
No Parcels should be signed for less than
25 lbs. and Parcels should not exceed Two Feet
Cubic in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Lions can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 15th November, 1895. [1553]

TO LET.
OFFICE in "BRIDGEFIELD ARCADE,"
Queen's Road.
OFFICES in "MARINE HOUSE," Queen's
Road, with Godowns, suitable for Merchants.
SMALL TWO-STORY BUILDING at
gate of "WEST VILLA," Bonham Road.
GODOWNS in Duddell Street.
Apply to
BELLIOS & Co.,
Hongkong, 8th November, 1895. [1545]

TO LET.
N.O. 3 MOUNT GOUGH, at the PEAK.
Furnished—From November 15th till
April next.
Apply to
DAVID BASSOON, HONS & Co.,
Hongkong, 29th October, 1895. [1463]

TO LET.
DWELLING HOUSES—
HOUSES in RIFON TERRACE,
FIRST FLOOR of No. 2, BLUE
BUILDINGS.

OFFICES—
FIRST FLOOR No. 7, PRAYA
CENTRAL, lately occupied by
Messrs. HOLLIDAY, WISE & Co.
Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY CO., Ltd.
Hongkong, 14th November, 1895. [1547]

TO LET.
LARGE GODOWN on KOWLOON
PRAYA, suitable for the storage of
GENERAL CARGO or COAL.
Apply to
LINETEAD & DAVIS.
Hongkong, 31st October, 1895. [1504]

Printed and Published by CHENNEY
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of Hongkong.